



SOUTH AUSTRALIAN SOCIETY of MODEL and EXPERIMENTAL ENGINEERS INC.

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The South Australia Society of
Model & Experimental Engineers Inc.**
(Established 1927)



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Remember Jack Soames. From the August Bulletin. Well, he has been at it again. On the cover of this Bulletin is a photo of his one third scale Foden C Class steam lorry. More details in this edition.

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EDITORIAL

Communication

Compliance Driven vs Hobby Driven.

During the Covid pandemic we were subjected to unprecedented compliance requirements. But we survived and ran arguably as many if not more public events than any club in Australasia. It was a lot of work, but it can be done. The Covid requirements have lifted, but there are still many compliance requirements. Government, Council and Insurance all have requirements that impact the club.

The trick is, how to comply with these requirements and still make the hobby fun.

How to make compliance as painless as possible, while still meeting the necessary standards?

The Committee has been looking long and hard at this. A lot of the requirements can be met by recording what has been done. Yes, more paperwork. You will have noticed that individual check sheets for private and club locomotives and the requirement to sign the attendance book on leaving, not just on arrival, have been introduced.

The Committee is now looking at a Booklet for each member, recording their qualifications for various aspects of club activities. Once filled out, this should give an easily accessible record of your qualifications at SASMEE.

The main problem with Covid was the goal posts kept shifting, making it hard to manage. While there will no doubt be changes to these other requirements, they will (hopefully!) be few and gradual, so once recognised and catered for, few changes will be there to bother you.

And we can all get on with our boats, trains and enjoy making stuff!

PRESIDENT'S REPORT.

Ian Thomas

Greetings Everyone.

We had a successful Christmas afternoon and evening with lots of exhibits for the show of work. We raised almost \$1000 at the club auction and everybody was well fed.

A big thanks to all those that helped out on the day.

Our running days have been steady with good attendance by members and public,

Our building is going through final drawings stage and moving forward

Thanks to the building committee for steering this project.

U33 (600) is being rebuilt and the bogies have been refurbished at Dinki Di Engineering and are now back like new in silver paint.

The Hunslet is getting some TLC at DDE after a shake down run and 1 week away at time of writing

Thanks to Mary and Bryan with the running of the canteen with lots of chips being sold.

We now have insurance for next year finalised

Rowan and Cameron plus helpers made and laid T section rail by the steam bay and looks good.

Finally, a Big thank you to Max Shuard our hard-working secretary for a mighty job of all the paperwork for the building project and the insurance.

Best regards Ian Thomas. President 2022/2023

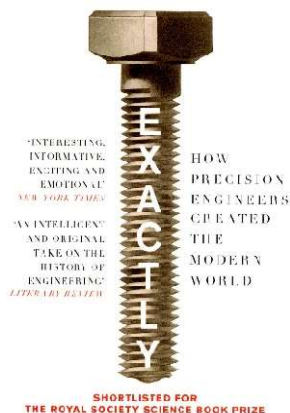
IN THE LIBRARY

Max Shuard

The library is open from 7:00 to 7:45 on General Meeting nights. Also, I generally attend the public run days and Wednesday working bees, so if you are looking for something, please just ask.

Book of the Month

SIMON
WINCHESTER



Exactly. How Precision Engineers created the modern world. Simon Winchester.

This is a must read for anyone interested in the development of the sophistication we see today. The author traces the development of precision from ancient times, but contends that it really started with the Industrial Revolution when Englishmen John Wilkinson bored out cylinders for steam engines to the previously unheard-of tolerance on one tenth of an inch. As the book progresses, each chapter describes higher precision, culminating in descriptions of 10^{-23} mm.

However, Winchester is not uncritical of this progress, noting the disruption to personal and community life that has been caused and questioning whether the pursuit of precision for the sake of it is worth the effort or a waste of scarce resources.

A very interesting and thought provoking read. Highly recommended.

IN THE WORKSHOP

Tool Feature

Over the last couple of years, a number of interesting tools have been featured. Tools, sometimes for a single job, or sometimes for a particular function. Most, but not all, are home made. So, if you have anything you have made or acquired to solve a particular problem, could you let me know and it will be featured for all members to see? Ed.



I started building the engine for a model tramp steamer during one of those ice ages between locomotive projects. It only took a weekend, but that was the impetus needed to add a boiler, a hull and a simple radio control. Finally, I retro-fitted a variable-pitch propellor system to give the model more manoeuvrability.

The craft has created quite a bit of interest in the local boating pools because it performs extremely well even in rough and windy weather, despite having a modest power plant for its size. In particular, many folk have been intrigued by the variable pitch propellor because of its unusual design.

But there are many other features which have contributed to make it a successful model. I would like to pass on what I have learnt to prospective builders.

The Boat

The hull lines are taken from a design for a North Sea trawler, which seems to have a particularly streamlined form. It is 1020 long x 190 mm wide, has a displacement of 7 kg and draws 90 mm of water. The propellor diameter is 60 mm.

I cut a plug from rigid building insulation foam, made a female GRP (fibreglass) mould, and then moulded the final hull in GRP. The decking is 3-ply, and the superstructure made from 1 mm polystyrene sheet. A 10 mm diameter brass bar was glassed along the bottom inside the hull as a keel which could accept tapped holes for bolting down the plant and ballast.

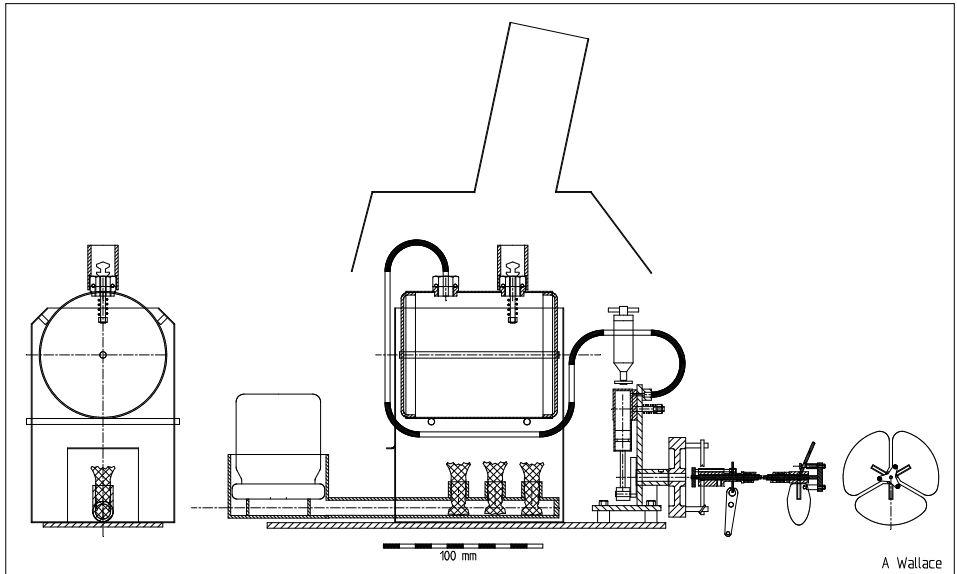


Fig 1. The entire plant

Engine.

There is nothing unusual about this single cylinder, single acting oscillating engine. It is fabricated from brass and silver soldered, and has a bore and stroke of 9.5 x 21 mm. I designed it with the smallest practical overhang: the distance from the port face to the cylinder bore axis is only 9 mm.

This reduces the overturning moment due to the thrust of the piston, which minimises the spring pressure required to hold the port face closed. I am convinced that this form of leakage is not often recognised because it is very difficult to see. A bench test with a stroboscope soon shows it up.

Fig 2 – the Engine

For those interested in numbers, the required spring force is only 0.7 N (70g) for a steam pressure of 270 kPa (40psi), so there is very little friction loss.

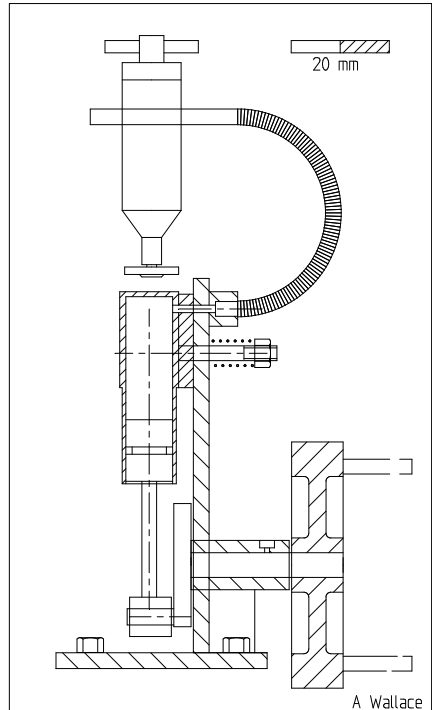
Note also the generous bearing surfaces, a large flywheel and good lubrication. The piston is not

packed. Lubrication comes from a traditional displacement lubricator, which I fill with superheat steam oil as used on the locomotives.

To keep the boat and the environment cleaner, the exhaust is piped to a small brass reservoir which captures the oil and partially condenses the steam. As in full size, responsible operators should avoid leaving oil slicks behind.

Boiler

The boiler is a simple cylinder 80 diameter x 95 mm long, holding 450 ml. I rolled a piece of 0.75 mm copper sheet around a bottle, Made two flanged end plates from 1.6 mm copper, and silver soldered the whole assembly with a 5 mm diameter stay. When filled to 15 mm from the top, it is sufficient for a 45-minute run. There is plenty of heat transfer surface even without water tubes, because the steel housing guides the flames over almost the entire outer surface.



Poor steaming is frequently due to the use of too thick a boiler shell. At the operating pressure of 270 kPa, the circumferential stress in this thin shell is only 15 MPa, which is well below the allowable 26 MPa operating stress.

I did not fit a stop cock, water gauge or pressure gauge. The burner capacity was sized so that the methylated spirit tank is consumed in about 40 minutes, and the flame conveniently goes out before the boiler is dry. Even if the boiler does run dry, no damage is sustained because the spirit burner has insufficient temperature and output to melt the silver solder. It is truly a robust system, and the complication of a boiler feed is avoided.

The safety valve is set to operating pressure, and the burner wicks adjusted so that it is just on the point of blowing off when the engine is driving the propellor at full pitch. Initially, it took me quite a while to figure out why the boat suddenly stopped in the middle of the lake. It turned out that when the safety valve blew, it put the fire out! A shroud on the safety valve fixed that.

The housing is a crucial part of the boiler. It is made of 0.5 mm sheet steel with pop riveted joints. It is really important to allow plenty of air flow but to shield the boiler. Combustion air enters the hull around the edges of a large hatch cover in the foredeck, then enters the boiler housing through a 40 x 40 hole where the burner is inserted. It passes through a gap of 6 mm all around the boiler, and then freely convects into a tinplate hood placed inside the superstructure. Finally, it exits via a 55 mm diameter tinplate funnel, without the aid of a blower or exhaust blast pipe.

Because the boiler is well shrouded there is no need for insulation - in fact almost the entire boiler shell is used for heat transfer from the flame.

For what it's worth (and the thermodynamics says that it's worth a lot), I have run the steam pipe through the flame directly under the boiler shell, providing a high degree of superheat. For this reason, I use a high superheat oil in the lubricator. The main steam pipe is short and is not insulated. The original soft soldered joints quickly failed under the

vibration and temperature, so silver soldered joints are used everywhere.



Burner

I chose a spirit fired burner for its simplicity and safety. As mentioned above, the boiler is immune to the spirit flame even if it runs dry, and by sizing the spirit tank appropriately, a timed run with a fail-safe shutdown is assured. The only drawbacks of methylated spirits are that the flame is almost invisible in daylight, and that it is hazardous if you spill it, especially from a lit burner. Safe operating procedures must be followed to avoid spillage.

The thermal output can be set by adjusting the length or number of wicks exposed, and is consistent from run to run. This burner uses three wicks each with an exposed area of about 10 diameter x 10 long. They are made of woven glass fibre and have never needed replacing. The capacity of the tank is 125 ml, and it runs for about 40 minutes.

I set a stopwatch when the burner is lit, and can reliably bring the boat back in with just a few minutes of fuel left.

The tank is a glass baby food jar with a 12 mm hole in the lid. It operates on the chicken-feeder principle, keeping the spirit level constant in the reservoir supplying the wicks. Using a clear bottle lets one see how much fuel is left. The rest of the burner is made of brass and, of course, silver soldered.

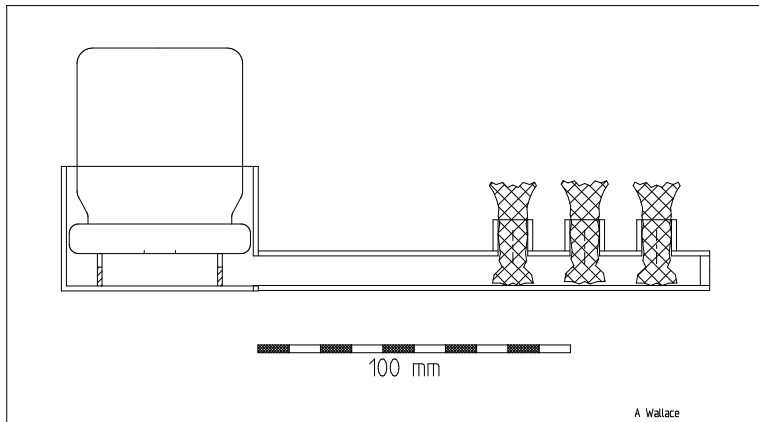


Fig 3. Spirit Burner

It is important to stop the spirit reservoir from getting too hot, or flashback could occur. In this plant, the flames are well enclosed in the boiler housing, and there is a strong draft of cool air being drawn over the reservoir. Keep the clearance between the jar and the reservoir fairly small to avoid any tendency for the spirit surface to support a flame. I have never experienced a problem with flashback with this setup, which uses 1/2" brass tube for the burner tube, but I suggest that a smaller and/or longer tube than this would be appropriate for extra safety.

Power Plant Arrangement

The engine and boiler are mounted to a piece of 3.2 mm steel plate, which itself is bolted to the keel. The entire assembly lifts out in seconds by undoing two 5BA screws. The engine is mounted on three spring-

loaded bolts, so that fine adjustments can be made to its alignment with the propellor shaft. This was only required once because all the components are located positively in the hull.

Variable Pitch Propellor

Originally, I used a 1/4" OD stainless steel stern tube with a 1/8" stainless steel propellor shaft. When I decided to fit a variable pitch propellor, I fitted it into the same geometry. To do this, I adopted a 2mm rod running within a hollow propellor shaft.

At the inboard end, the engine drives the shaft via the common two-pin and cross-bar coupling. While these couplings can tolerate substantial misalignment, I took great pains to get precise alignment by adjusting three support bolts on the engine baseplate. This leads to a very smooth-running assembly. To eliminate the torsional jolting when the

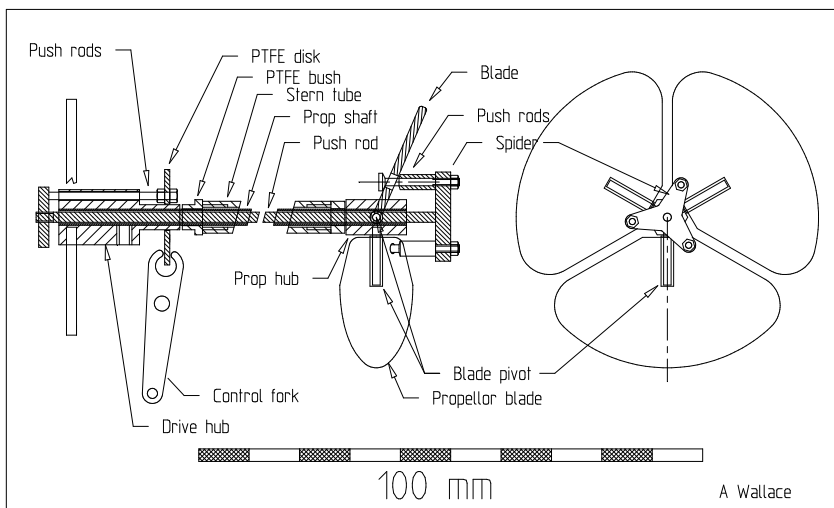


Fig 4. Variable Pitch Propellor Arrangement

single-acting engine is running up, there is a little O ring looped over one pin to hold the bar against it.

The inboard end of the pitch actuator rod screws into a small disk into which is soldered three 10BA push rods. These lead back to a PTFE actuator disk which slides axially under the control of a fork mounted on

a side bracket. In turn, the fork is moved by a radio-controlled servo via a Bowden cable.

At the outboard end, the pitch control rod emerges into a three-pointed star which also carries three 10BA push rods, one for each propellor blade. The forward end of these push rods pass through elongated holes in the blades and simply twist the blades around radial pivots.

The propellor hub was made from a short piece of 1/4" AF hexagon stainless steel, and the blade pivots are 1/16" diameter pegs silver soldered in. The blades are of 1.2 mm brass plate and carry 1/16" bore sockets to suit the pins. They are retained against coming off the pins by the pitch changing push rods.

It is not a precision pitch control device, and exhibits some backlash in the zero-pitch position, but this is of no consequence in operation.

I have left the blades flat in the absence of any better idea. Since they are thin, any curvature would tend to penalise performance in one direction while enhancing it in the other. In practice the top cruising speed of the craft is probably more appropriate to a naval vessel than a tramp steamer.

I trust that these notes will help other modellers working on similar craft. The drawing can mostly be scaled. Interested readers can obtain a better copy from me via the editor.

Description:

Steam model – trawler

Built about 1996 Allan Wallace

Fibreglass hull 1020 mm long

Named "James Watt"

Simple pot boiler 75 mm dia. x 100 long with 5mm centre stay, copper and silver soldered

Flanged end plates.

Enclosed in a copper housing 105 long x 90 wide x 150 high.

External spirit fired with a 3-wick burner and Marriot's bottle level control.

There is no steam shutoff valve.

Fitted with a safety valve. Blowoff pressure 20 psi.

The engine is a scratch-built single cylinder single acting engine 3/8" bore x 21mm stroke.

Variable pitch propeller under radio control.

Rudder steering by radio control

One is to One scale



NM 25. After the February General Meeting Bryan Homann gave a talk and showed a video on the reconstruction of the ex-Commonwealth Railways locomotive NM 25.

This project was a virtual total rebuild. Details are to be found on the Pichi Richi Website. Well worth a look.



Busker Organs

It is not just trains and boats that feature at SASMEE. David and Lloyd brought along their two Busker Organs, which they had built. Not just your ordinary organs. While they still had to wind the handles, the two organs were linked to give synchronised

sound. They sounded truly great and added a dimension to the day at the Park.

David and Lloyd were good enough to take off the covers and show the workings. Not only fine craftsmanship, but also some clever electronics.

A big thanks to them for a very entertaining day. Welcome back anytime!

TECHNICAL MATTERS

A dearth of information for this Bulletin— articles please!

CLUB ACTIVITIES

Behind the Scenes

While model trains and boats are the most obvious aspects of SASMEE, there are many activities that are essential to running the Society but are not in the eye of the public or many of the members.

Website.

The website is being continually updated. A structure for storing SASMEE documentation has been decided and documents will progressively uploaded to the website. These will generally take the form of Work Instructions, Forms and Information.

Constitution

The Constitution was voted in last August. Work on updating the Regulations to make them consistent with the Constitution has commenced.

Model Engineering – A Hobby Worth Doing

Bryan Homann

At the October General Meeting, I outlined some thoughts on a possible process whereby SASMEE might be able to find new members by actively targeting our field day patrons (and possibly other sources via social media etc).

The basic idea is to let people know that we propose to have a special day where a limited number of people, who have expressed interest, are given the opportunity to come to SASMEE as guests. The general idea being to give them the opportunity to talk to current members (hopefully of wide age and skill level grouping), look closely at a variety of models, and perhaps have “a go” at handling or operating.

To that end, I have done a rough draft for a handout leaflet (see below). However, within the 138 or so members of SASMEE, there are bound to be those who have better ideas, on how we might approach such a scheme. Therefore, I earnestly ask you to pass on your thoughts to me using the written word – I am very good at forgetting stuff received aurally.

As an aside, I have been present at similar events of recent times put on by the Astronomical Society of South Australia. Called “telescopes in the park” and while partly aimed at members socialising, they have also been open to the public. A variety of astronomical equipment has been on display, with the public able to wander around and talk to the owners. There have also been more general talks encouraging interested people to not go off the deep end and spend mega bucks, but rather start simply, and expand if the interest sticks. Naturally people get to look through the telescopes, although the weather this year has been rather unkind!

Whilst SASMEE has, perhaps, a wider field of interests (although there are many different interests in astronomy), I think the general intent is probably quite similar, and worth pursuing in some form.

Bryan Homann 214bryanh@gmail.com

Model Engineering – a hobby worth doing event - A draft leaflet

Have you ever thought, when visiting SASMEE, that you too could have the joy of making and owning a lovely miniature piece of machinery?

Well, if you are interested in the possibilities, SASMEE is planning a weekend day for you in 2023, probably in Autumn.

On our public open days, nearly everyone is busy making the event happen, and unfortunately, thereby leaving little opportunity to talk in any detail with anyone who might be really interested in the hobby.

Therefore, we are planning to have a day where a limited number of people can come along, and look at models in greater detail, talk to the builders, have a go at operating some, and find out how you can get involved in this rewarding hobby.

While we haven't yet set a date, we would very much like anyone interested to contact our Secretary via SASMEE.Librarian@outlook.com using the headings below

Please say you are interested, and leave an email address so that we can contact you

We can then send out greater details closer to the event.

You are welcome to bring the family along, but suggest that very young children might get a bit bored.

Model Engineers are not necessarily professional engineers, or tradesmen, although these people are represented. We come from all walks of life.

Don't be put off by seeing only the very detailed models that often appear. Like in sport, there are the elite sports people; but that doesn't stop many others from participating in a chosen sport with the aim to enjoy what they are doing, rather than aspiring for a gold medal. Model Engineering is no different, with the exception that it is not a competitive past time.

<i>Model Engineering – a hobby worth doing event 2023</i>		
<i>Your name;</i>	<i>Likely number of participants</i>	
<i>Your email address (please print carefully)</i>		
<i>What would interest you most – tick in last column</i>	<i>Include any extra notes in this column</i>	
<i>Trains – locomotives and rolling stock</i>		
<i>Ships and boats</i>		
<i>Steam propulsion</i>		
<i>Other propulsion (e.g.) electrical/electronic</i>		
<i>Other forms of engineering machines</i>		

Note that you can fill this form in electronically, make a copy and email it to SASMEE

Members will recall that several years ago, we were able to secure, at little cost, a heap of rectangular pavers from a street footpath rebuild in Goodwood Road.

The initial intention had been to provide a paved path of limited width from the tunnel tops toward the 5-inch station.

Some of the pavers were used to make the 7 ¼ inch roundhouse more habitable, and a few have found other isolated homes.

However, there appears, by count, to be enough to fully pave the walk way from the tunnel tops down to the overpass bridge that leads to the steam shed and boat pond.

This location suffers from erosion by rain and foot traffic as it is a downhill slope. This leaves a trip hazard at the concrete of the tunnel roof. Fully paving this section pretty much gets the slope close to level.

There are two options to forward this project. The easiest is to pay someone to prepare the ground and lay the pavers for us. This could cost in the order of \$3000 or more.

The other option is to do it ourselves, using in house muscle.

To test the second option, we would like to get expressions of interest in assisting with the project. Given all the other things on the go at the moment, this might not happen until late this year. We do have the possibility of doing the base preparation using machines likely to be involved in other grounds projects. The thought is to move the palletised pavers close to site by machine, and, ideally, have some members who still have sound legs and backs to do the actual placing, aided by less able people to transport from the pallets to the "rail" head.

Therefore, while we cannot provide an accurate time frame, could members willing to assist (if the time frame suits them), please drop me an email so that we can both gauge the response, and be able to communicate directly when the time comes to action things. Bryan Homann 214bryanh@gmail.com

There is also minor work required to lift the first couple of rows on the clubroom side of the tunnel tops and repack to remediate some long-term subsidence, which also provides a trip hazard. This bit could be done any time between field days.

As an aside, there is still somewhere around 1000 pavers still to be placed on pallets before another project – the finishing of the retaining walling along the Seaford rail corridor – can begin. Wednesday, or Saturday working bees can both be utilised, so please help if you can – bring leather gloves to protect your pinkies!

Club Christmas Run

The Christmas members' run incorporated the Annual Auction and Show and Tell. A big day! Lots of organising went into making it a great success.

The highlight was surely the roast dinner. A huge thanks to all those who pitched in and made it happen.

Alan and Allan cooking





Simon serving.



Food, glorious food.



Chatting



Tony and Bill

Auction

With Ian Thomas as Auctioneer and David Hawkins as Scribe, the Auction was a great success. Many treasures passed hands. The event netted over \$900 for the club.



After a wet spring, the park looked a real picture. The Jacarandas put on a real show.



Show and Tell

This year's Show and Tell was held in conjunction with the Members' Christmas Run. Because it was pretty busy, I didn't get all the details of all of the models on display. Anyway, here is what I have.

(What would be really helpful would be a small plaque or sign next to each model with details of the model and the maker. Ed.)





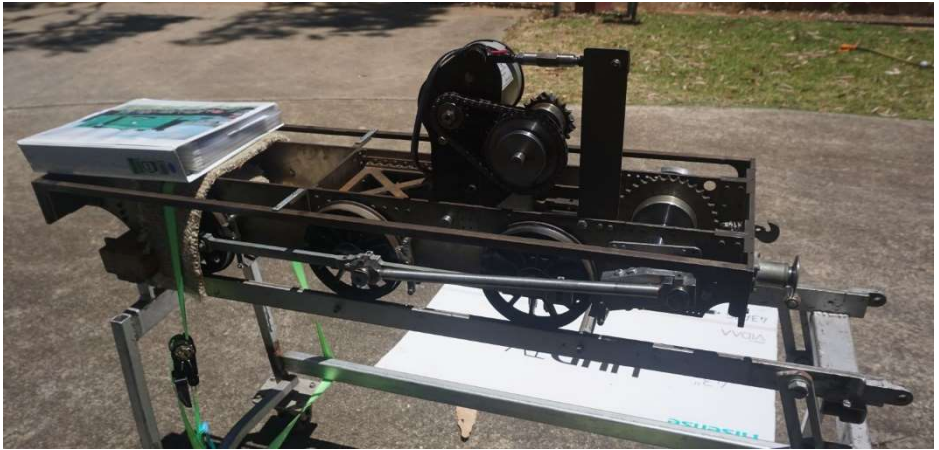


Cylinders for a BHP
Mikado. Bryan
Homann.

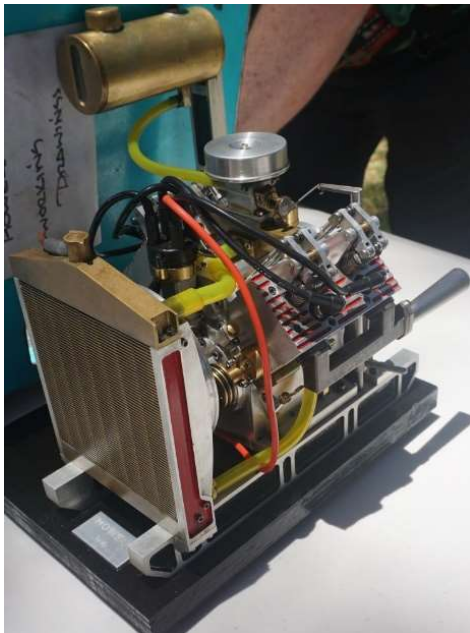


Cylinders for a 20-ton Shay
Simon Huntington and Ralph
Byles





Jeff Schaefer's electric Holmside.



Howell V4 Internal Combustion Engine. Bill Coles.



5" gauge Rollingstock. Kingsley Martin.



An impressive display on the Garden Railway.



Jack Soames' Foden C Class Steam Lorry is one model for which I did get some details.

SPECIFICATION:

C Type: Length: 3850mm Width: 1250mm • Height: 1400mm

- Boiler diameter 14" / 355mm Steel with 33x 1" expanded copper tubes
Working pressure 100 psi
- Boiler Feed Arrangement - Crankshaft driven pump & injector
- Valve Gear - Stephenson's
- Ford 5 stud rims with pneumatic tyres and drum brakes on front
- 3" bores, dual high pressure, slide valve cylinder

- Working differential
- Mechanical operated brakes on rear axle (mainly parking now)
- Three speed drive.

Some useful links below-

https://en.m.wikipedia.org/wiki/Steam_wagon

https://en.m.wikipedia.org/wiki/Foden_Trucks

Buy and Sell

This has now been shifted to the SASMEE Website. Under the ABOUT SASMEE Tab. No password required.

If you have anything in the workshop and model engineering area that you would like to buy or sell, please let me know.

Keep monitoring this site. There is a lot of good stuff.

7 ¼ Inch Battery electric locomotive and 4-wheel Driver's Truck



Based on the LMS experiment in Diesel shunting in 1932.

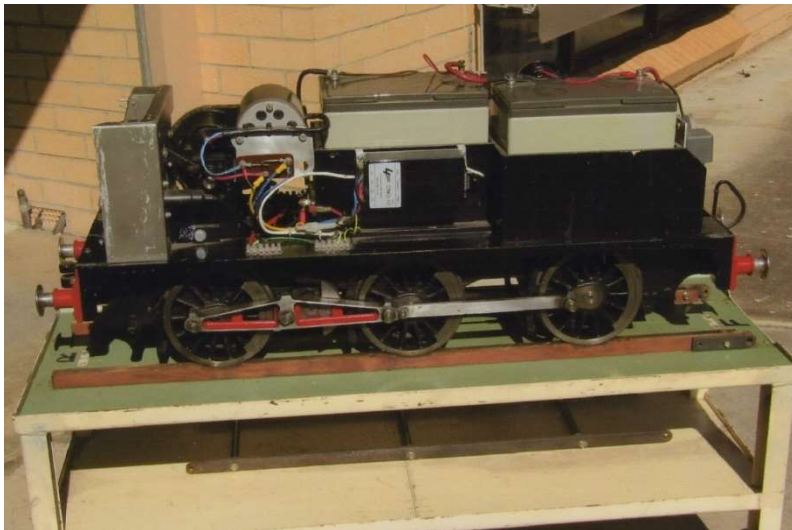
24 volts supplied by 75 A/H deep cycle batteries through a 4QD controller to a 500-watt brushless motor.

Ball race bearings on axles and drive shafts. Case hardened crank pins, meehanite bushes.

Driver's truck rolls on ball races and is panelled in English oak with its own brake system. The locomotive has an emergency brake, lever operated and a park brake using the wheel brake shoes.

Comes complete with trolleys for both the locomotive and driver's truck.

C'Tec battery charger included.



Asking price \$8,000 ono.

Ring Jeff Schaefer on 08 8298 6927

Avid readers of the SASMEE Bulletin will no doubt remember this locomotive was featured in an article in the August 2020 edition. Ed.

Up and Running

Since the last Bulletin, Public Run Days were held on the 4th December, 21st January, 5th and 18th February. Unfortunately, the 1st January 2023 was cancelled due to hot weather. There was the Christmas Members' Day on the 17th December and the Members' Run Day on the evening of Tuesday 10th January. Ben De Gabriel, President of the AALS visited on the Members' run Day.

Here are some selected details.

The Run Day on 21st January had the following contributions:

5" 7 ¼"

- Sooty/De Winter Cameron Dicker, Jake Barber. Guard Matthew Longman
- MT2 Mike Turner
- 351 Michael Taliangis
- Black Five Allan Wallace
- Hunslet Geoff Hall

On the 3 ½" 5" track were:

- NSU 57 Kingsley Martin
- Apprentice Ainsley Cuthbertson
- Heisler Alan Thomas
- Mystery Machine Trevor Hill
- Jabiru John Monte

Some of the boats on the pond were:

- Motor Fishing Vessel Michael Priest
- Speedalong John Harris
- Patrol Boat, Tug Boat Jeff During
- Jet Ski Rob Ball
- Cranbourne Bob Smith

- HMS Grenadier Alan Saunders
- Swiss Barge, Cabin Cruiser Malcolm Ambler
- Tubby Tugger, Cruiser John Clayfield

On the Garden Railway

- Thomas, William Max Shuard

In the Boiler House were Bernie Dickinson and Michael Moyse.

On the stations were Brian Leach, Rohan Garrard, Ian Thomas.

In the Canteen were Mary Homann, Toni Offler, Graham Gaetgens and Bryan Homann.

On the gate were Trevor Morcom and David Hawkins. Safety Officer was John Bellew.

The Run Day on the 5th February had the following activities:

5" 7 ¼"

- Sooty Rohan Garrard
- Black 5 Allan Wallace
- De Winton Jake Barber

On the 3 ½" 5" track were:

- Heisler Alan Thomas
- NSU 57 Kingsley martin
- Pugsley John Bellew
- 457 Simon Lindsay
- 509 Philip Mere
- Pennsylvania John Mere

On the pond were:

- Pride of Firth Bob Smith
- No. 5 John Foster
- Coral Island Michael Priest

- | | |
|---------------------------------|----------------|
| • Patrol boat P1011 | Jeff During |
| • HMS Grenadier | Alan Saunders |
| • Ski Boat | Rob Ball |
| • Fast Ferry, Flybridge Cruiser | John Clayfield |
| • Air Boat, Speedalong | John Harris |

On the Garden Railway

- | | |
|------------------|------------|
| • Emily, William | Max Shuard |
|------------------|------------|

On the stations were Enzo Greco, Matthew Longman, Ian Thomas and Xavier O'Loughlin.

Bernie Dickinson and Michael Moyse attended the Steam House.

In the Canteen were Mary Homann, Toni Offler and Bryan Homann.

On the gate were David Hawkins and Trevor Morcom.

John Bellew was the Safety Officer.

The Run Day on the 18th February had the following activities:

5" 7 ¼"

- | | |
|-----------------------------------|----------------------------------|
| • Sooty/De Winton | Cameron Dicker/Jake Barber. |
| Johnathon Liebelt acted as Guard. | |
| • Black 5 | Allan Wallace |
| • De Winton | Jake Barber |
| • Billie | David Bryker |
| • 351 | Michael Taliangis |
| • Rail Trolley | Ben Graefe – visitor from Copper |
| Coast. | |

On the 3 ½" 5" track were:

- | | |
|----------|----------------------|
| • Jabiru | John A Monteodorisio |
| • NSU 57 | Kingsley martin |
| • Jack | Jackie Monteodorisio |
| • 457 | Simon Lindsay |

- 503 Philip Mere
- Pennsylvania Ainsley Cuthbertson

On the pond were:

- Cabin cruiser Malcolm Ambler
- Stern wheel Paddle Steamer Malcolm Ambler
- Skylight Michael Offler
- Fast Ferry John Clayfield
- Flybridge Cruiser John Clayfield

On the Garden Railway

- Emily, William Max Shuard

On the stations were Enzo Greco, Matthew Longman, John Brougham and John Mere.

Michael Moyse and Jake Bott attended the Steam House.

In the Canteen were Mary Homann, Toni Offler and Bryan Homann.

On the gate were Karen and Ian Thomas.

David Hawkins was the Safety Officer.

This run was conducted at a later time than usual. Gates opened at 4:30 with train rides commencing at 5:00 pm. The final train rides were at 7:30 pm.

Meetings

There was no talk after the December General Meeting.

As usual, there was no January General Meeting. This was the SASMEE Run Evening.

After the February General Meeting, there was a presentation and movie on the rebuilding of locomotive NM 25, now running at the Pichi Richi Railway.

Efforts are being made to provide interesting and topical talks after each General Meeting. If you have any ideas, requests (or better still!) offers, please let me know. Ed.

SASMEE PROJECTS

Signalling Works.

Work is continuing on the signal masts and footings. The main work is now setting up the control panel in fort Knox. This has been complicated by the construction of the new workshop. Some temporary works will be required during the construction period.

Workshop

The funds were granted on 8th September 2022.

Landlord Approval from the Unley Council was received on 7th October 2022.

Planning Approval was received on 30th November 2022.

Application for the Building Approval cannot be submitted until the structural drawings are complete. The structural drawings are approximately 50% complete. Once complete they will be submitted for independent verification.

A container has been located on site to store items from the existing workshop. The workshop will need to be cleared prior to the building being dismantled.

Nearly all the paving bricks have been loaded onto pallets. Still a lot of work to clear the area.

A lot of work has been undertaken in relocating services. Of particular importance has been the rewiring of Fort Knox. Water and compressed air are also being relocated.

U33.

The hydraulics and other drive chain items are complete. The bogies have been refurbished and will be back under the loco soon. The shell still has to be painted.

Hunslet

Work on the engine and drive chain are complete. Work on the connecting rods and bearings is finished. The locomotive is in working condition, but some issues with the hydraulics need to be sorted out before it can enter regular service.

Weighbridge.

A weighbridge has been installed in the 7 1/4 " Roundhouse.

Cattle Races

Guide rails have been installed at each station to direct passengers in to the passenger loading areas. Pram parks are also being considered.

Trackwork

The turnout off the bridge leading into the 7 1/4 station has been refurbished. Some experimental lengths of fabricated T rail are to be installed in the 7 1/4 track.

Disabled Access

This project is on hold until the details of the power supply requirements for the workshop and the signalling for the two tunnels is finalised. A trench will need to be dug and it makes sense to locate the trench where the disabled access crosses the 5" track.

SASMEE BUSINESS

Food Safety Course

There is a very good food safety training course online at:

<https://dofoodsafely.health.vic.gov.au/index.php/en/>

Anyone involved with the Canteen is encouraged to undertake this course. It covers the basics and gives good advice on food handling for public areas.

REMINDERS!!

3 ½” 5” Track

The new track has plastic sleepers and where it is now at ground level, it is not to be driven on with road vehicles.

Working with Children

And for those who still haven't undertaken their "Working with Children" clearances, these are still necessary, so please get on the case.

You will soon receive some explanatory notes on this issue. It is vital SASMEE has up to date information.

Sign In Requirements

It is a requirement to sign the attendance book whenever you are on site at SASMEE. This is an important requirement of the SASMEE insurance and failing to sign in may mean you are not covered in the event of an incident or accident.

Note that you are now asked to enter the time of arrival and the time of leaving.

So please remember to sign in whenever you are at the park, even if there for only a short time.

ELECTED MEMBERS 2022/2023

Below are listed the elected members and contact numbers.

President	Ian Thomas
Vice President	Bryan Homann
Secretary	Max Shuard
Minutes Secretary	David Hawkins
Treasurer	Mary Homann
Asst Treasurer	Trevor Morcom
Safety Co-ordinator	John Bellew
Committee	Alan Thomas
	Greg Weaver
	John Mere

There are a number of non-elected positions required for the running of the club. Below is the list of these positions and the appointees from 2022/23.

Patron	To be decided
Vice Patron	Bernie Dickinson
Auditors	Graham Gaetgens, Michael Moyse
Boiler House Manager	Bernie Dickinson, Asst Marco Arnese

Boiler Inspectors	Bryan Homann, Simon Huntington, John Monteodorisio, Peter Hoyer, Allan Wallace
Building Maintenance	Geoff Hall
Bulletin Editors	Max Shuard, Mike Turner
Canteen Managers	Bryan and Mary Homann
Coal Monitor	John Mere
Competent Person AALS	Allan Wallace
Driver Trainer/Assessors	John Mere, Rohan Garrard
Electrical Manager	Michael Moyse
Facebook Moderators	Alan Thomas, Ian Thomas
Fire Warden	John Bellew
Garden Railway	Alan Thomas, Max Shuard
Membership	Michael Moyse, Andrew Christophersen
New Member Mentor	Ainsley Cuthbertson
Pond	Jeff During, Rob Ball
Public Officer	Alan Saunders
Rolling Stock Inspectors	Ian Thomas, John Mere
Rubbish Collection	David Hawkins, Matthew Longman
Social Media Administrator	Alan Thomas
Track Officers	Michael Hattersley, Cameron Dicker, Rohan Garrard
Track Signals	Michael Moyse, Peter Cockburn
Webmasters	Mike Turner, Glyn Caon